



PENN HILL

DESIGN AND ACCESS STATEMENT

NOVEMBER 2025



Turley

Forward

This document has been produced for Castlewood Properties Ventures Ltd by Turley Design in conjunction with a wider project team of environmental and technical consultants. This statement is being submitted to accompany a outline planning application for the proposed development of up to 210 new homes, an employment hub, and associated landscape and infrastructure on Land at Penn Hill Farm, Calne.

The document describes the site within its context and summarises the technical assessments that have been undertaken by the wider consultant team. The technical assessments have been accumulated to generate a comprehensive site specific constraints plan that have helped to shape and outline the proposals for the masterplan.

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1 Introduction





01. Introduction

This Design and Access Statement has been prepared by Turley Design in conjunction with a wider project team on behalf of the applicant Castlewood Properties Ventures Ltd, in support of an outline planning application for Land at Penn Hill Farm, Calne.

Site Location

The site is located on the north eastern edge of Calne within the jurisdiction of Wiltshire Council. Calne is located 6 miles east of Chippenham and 13 miles southwest of Swindon and is located along the A4 corridor.

Site Description

The application site is circa 15ha in size and is currently in agricultural use. The site is immediately bound to the west and south by existing residential development, and by open countryside to the north and east. The development of the site would provide a logical extension to the existing built area of Calne.

The site itself is enclosed and is bound by existing hedgerows and mature trees. Two Public Rights of Way run through the centre of the site. An existing farmhouse and associated buildings are located centrally within the site. The farmhouse will not form part of the application, although the various buildings and hard surface areas comprising the existing small industrial estate would be redeveloped.





41 Homes
17/07690/REM

200 Homes
15/05831/REM

26 Homes
16/05344/FUL

Outline Application
PL/2025/02426

21 Homes
18/03098/FUL

Outline Application
PL-2022-07893

124 Homes
15/05254/REM

Fig.2: Site Location

Planning Policy

This section explores the national and local planning policy context which will influence the development of this site. Relevant planning policies, including analysis of the schemes conformity with them, accounting for the National Planning Policy Framework; Planning Practice Guidance; Local Plan and Neighbourhood Plan Policies; and supplementary guidance will be provided alongside the submission of the formal planning application in due course.

National Planning Policy Framework

The revised National Planning Policy Framework (NPPF) (as revised 2024) sets out the Government's planning policies for England and how they are expected to be applied. Further guidance is provided in the National Planning Practice Guidance (NPPG).

The Framework is a material consideration in the determination of applications (paragraph 2) and states that due weight should be given to existing policies according to their degree of consistency with the new Framework.

Paragraph 8 of the Framework sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent. These are as follows:

"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

Paragraph 11 of the NPPF states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development.

Paragraph 124 encourages the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 129 highlights the need to achieve appropriate residential densities on a site to ensure the efficient use of land while taking into account:

"a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places."

Section 12 places considerable importance on creating high quality buildings and places as the key to sustainable development. It recognises the importance of good design in making better places to live and work and helps make development acceptable to the community (paragraph 131).

Paragraph 135 states that local authorities should make decisions which ensure that developments:

"a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

Paragraph 139 states Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, but

“Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

National Planning Practice Guidance

The PPG also deals with design and reiterates the position set out in the NPPF, identifying that good quality design is an integral part of sustainable development.

“Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. This is the spirit of bringing forward this Design Code, which further is influenced by the National Design Guide. high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

National Design Guide

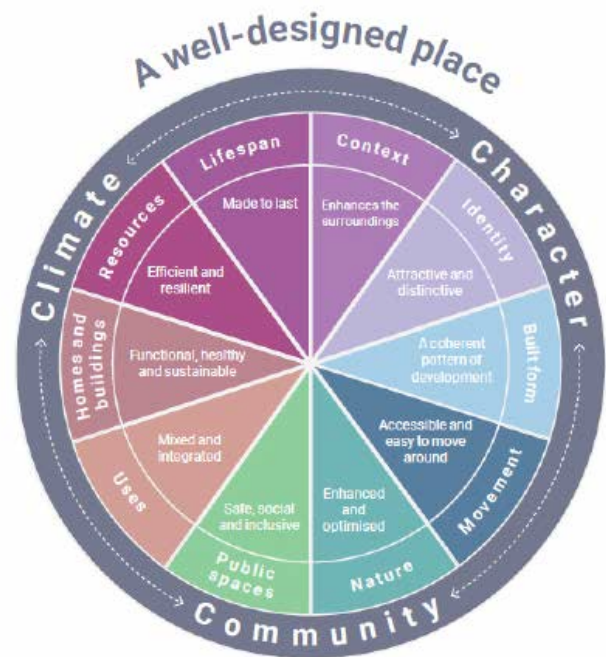
The National Design Guide (NDG), published in September 2019, seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice.

The guidance sets out 10 key characteristics of well-designed places which all work together to create character; help nurture and sustain a sense of community; and address environmental issues affecting the climate.

The National Design Guide, illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The development at Penn Hill, Calne has been designed to address ten characteristics highlighted on the NDG:

- Context - The context of Penn Hill, Calne and its local character assessed to make sure that the design responds positively to its features, takes cues and inspiration of its surroundings and enhances its setting.
- Identity - the identity of the scheme has been informed by Penn Hill, Calne and its environs - interpreted to create an informed character of development.
- Built form - The development will deliver an appropriate mix of building types, forms and scale along with green open spaces to create a coherent form of development that people can enjoy and feel ownership of.
- Movement - streets have been designed to encourage way finding. Key buildings will help create a sense of direction.
- Nature - the existing green infrastructure has been retained and enhanced to celebrate nature.
- Public spaces - open green space will be overlooked where possible to encourage natural surveillance. Key frontages are focused around green spaces and main movement routes.



- Uses - The development will deliver a positive mix of uses. Providing new homes and open space.
- Homes and buildings - The development will aim to meet the needs of a wide range of users and meet adequate size standards on all new buildings and homes.
- Resources - The design will be durable and adaptable, so that it works well over time and reduces long-term resource needs.
- Lifespan - management and maintenance will be considered at detail stage in order to ensure the potential impacts of service charges on the future residents.

National Model Design Code

The National Model Design Code (NMDC) provides detailed guidance on the production of design codes, guides and policies to promote successful design.

Whilst the NMDC is to be primarily used as a basis for the production of design codes and guides by local planning authorities it does offer useful definitions and set approaches to write particular design standards which has been reflected in the content of this document.

Building for a Healthy Life

Building for a Healthy Life (BfHL) was published in July 2020 and is an update to Building for Life 12 (BfL12). Endorsed by Government, it is the industry standard for well-designed homes and neighbourhoods.

BfHL is a design tool created for local communities, local authorities and developers to use it to stimulate conversations about creating good places to live.

Twelve considerations, with clear written and visual prompts, are set out over three key headings: Integrated Neighbourhoods; Distinctive Places; and Streets for All. They are created to help those involved in new developments to think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context, and reflect our vision of what new housing developments should be; attractive, functional and sustainable places.

BfHL is also designed to help local planning authorities assess the quality of proposed and completed developments; and as a point of reference in the preparation of local design policies.

The proposals have been designed to adhere with all national and local policy alongside the national design guidelines.

Wiltshire Development Plan

The site is located within the administrative area of Wiltshire Council for which the adopted Development Plan comprises the Wiltshire Core Strategy (2019), the Wiltshire Site Allocations Plan (2020), saved policies of the North Wiltshire Local Plan (2011) and policies from the made Calne Community Neighbourhood Plan 2 (2025).

The following Local Plan policies are also of relevance to the design, access and landscape of the proposals and have informed the development of the proposals for the site. Where relevant, key development management policies:

- Core Policy 1 – Settlement Strategy: Calne is a market town that has the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.
- Core Policy 2 – Delivery Strategy: The delivery strategy makes provision for at least 178ha of new employment land and at least 42,000 homes.
- Core Policy 8 – Spatial Strategy for the Calne Community Area: Calne is the only Market Town in this sub-area. Approximately 1,605 new homes will be provided, of which about 1,440 should occur at Calne
- Core Policy 34 – Additional Employment Land: Proposals for employment development (use classes B1, B2 or B8) will be supported within the Principal Settlements, Market Towns and Local Service Centres.
- Core Policy 43 – Providing Affordable Homes: On sites of five or more dwellings, affordable housing provision of at least 30% (net) will be provided within the 30% affordable housing zone
- Core Policy 45 – Meeting Wiltshire's Housing Needs: New housing, both market and affordable, must be well designed to address local housing need.
- Core Policy 51 – Landscape: Proposals should protect, conserve and where possible enhance landscape character and must not have a harming impact upon existing landscape character.
- Core Policy 56 – Contaminated Land: Proposals that are located on or adjacent to land which may have been subject to contamination will need to demonstrate that measures can be taken to mitigate the impacts on public health, environmental quality, the built environment and amenity.

- Core Policy 57 – Ensuring High Quality Design and Place shaping: A high standard of design is required in all new developments. Applications for new development must be accompanied by information to demonstrate how the proposal will make a positive contribution to the Wiltshire character.
- Core policy 60 – Sustainable Transport: The council will help to reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and good within and through Wiltshire
- Core Policy 61 – Transport and Development: New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.
- Core Policy 67 – Flood Risk: All new development will include measures to reduce the rate of rainwater run-off and improve rainwater infiltration to soil and ground unless site or environmental conditions make these measures unsuitable.

North Wiltshire Local Plan

There remain saved policies from the North Wiltshire Local Plan (2011) that remain applicable to the proposed development:

- NE14 - Trees and the Control of New Development: Proposals that would or are likely to result in the loss of important landscape or ecological features that could be incorporated into the design of a development will not be granted permission
- NE18 - Noise Pollution: Development will only be permitted where it would not generate, or itself be subject to, harm upon public health or cause pollution to the environment by the emission of excessive forms of noise and air pollution
- CF3 - Provision of Open Space: Proposals for new housing development will be required to make provision for open space on site, to provide 15m² for Local Parks and 3m² for play areas per person. Development will be required to make contributions to remedy local deficiencies in the quantity and/or quality of open space and the future maintenance of open space provided.

Calne Community Neighbourhood Plan

The 'Calne Community Neighbourhood Plan 2' was formally made in March 2025 and sets out the vision, objectives, and policies for the Town of Calne and the Parish of Calne Without.

At present, the planning policies which are considered pertinent to the consideration of the proposals are listed below:

- Policy H2 – Affordable Housing: residential development that result in a net gain of ten or more dwellings will be required to include an affordable housing element.
- Policy H3 – Housing Mix; a suitable mix of dwelling sizes should be included in the development proposals informed by and addressing the current and demonstrable needs for the community
- Policy GA1 – Highway Impact; proposals must be able to demonstrate how opportunities for the use of sustainable modes of transport are maximised.
- Policy GA2 – Public Realm; proposals should create people-focused, safe and accessible streets and public spaces, prioritising active travel and public transport over private car use.
- Policy WS1 – Employment: Proposals for the retention, regeneration and intensification of previously developed employment land are strongly encouraged.
- Policy BE1 – Design Principles for Local Distinctiveness; all development must be designed to a high quality that reinforces local distinctiveness, including in relation to materials, built form and settlement patterns
- Policy NE5 – Setting of Calne and Calne Without; new development must respect the pastoral setting of Calne & Calne Without and accordingly must assess and address, with mitigation where appropriate, their impact.

A full of review of planning policy and their relevance, weight and application to the development proposals can be found within the planning statement accompanying the planning application.

Wiltshire Design Guide SPD

Wiltshire Council has adopted the Design Guide and there are three threads that flow through the Guide: Health and Wellbeing, Sustainability and Climate Resilience and getting the right homes in the right places. The Guide sets out 10 broad themes to consider through the design process including:

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

On each of these themes the council has drafted a series of design expectations proposals should meet. This aligns broadly with the National Design Guide Jan 2021 and best practice such as Building for Healthy Life.

The guide comprises advice for achieving high quality design such as residential privacy, amenity, approach to biodiversity, drainage, landscape and tree planting which are relevant to this proposal. The Guide also covers areas of detail not pertinent to this outline planning application.

Identified within the Guide, Calne is located between the north and central areas of Wiltshire. This suggests a materials palette that is responsive to context such as gold-pale stone, orange / red brick, render or cladding.

These same themes and design aspects have been explored in this Design & Access Statement.

Calne Design Guidelines and Codes

The Design Guidelines and Codes document sets out a Neighbourhood area context analysis and general design guidance & codes for Calne. The immediate context of the site is identified as "Recent Expansion of Calne Area".

The document emphasises the use of materials found within the local vernacular, for instance limestone, grey slate and to a lesser degree, brown tile.

2 Assessment





02. Assessment

Local Context & Facilities

Calne town centre provides many local facilities and amenities. They are easily accessed via Oxford Road, a movement corridor through the town and north towards Swindon and the M4. Oxford Road is a key bus route with services into the town centre, itself bounded by Portmarsh Industrial Estate and adjacent neighbourhoods comprising conveniences, play and schools each within walking distance of the site. Many amenities are walkable or cyclable or by a short bus ride.

Schools

Primary schools Marden Vale Academy and St Edmunds are both within 800m of Penn Hill. The town's secondary School Kingsbury Green Academy is further to the south.

Health Centres

Both the town centre, around 1.2km away, and the neighbourhood centre at Beversbrook, around 1.5km away, have GP surgeries, health centres and pharmacies.

Conveniences

The town centre is best served by a number of amenities and conveniences, with a superstore found on Oxford Road within 800m.

Open Space & Sports

Beversbrook Sports & Community facility located to the North West of Penn Hill, at around 1200m, provides a number of outdoor pitches, community space and sports pursuits. Nearby neighbourhoods, at around 800m, also comprise play areas, amenity greens, the Abberd Brook green corridor and natural spaces as well as access to the countryside on the network of Public Rights of Way.

Findings

There is a good provision of amenities, services and facilities within walking and cycling distance of the site. In addition a key public transport route is nearby connecting to the town centre and further afield.

Site	
Main Roads	
Public Right of Way	
National Cycle Route	
Bus Corridor & Stops	
Bus Stop 400m Catchment	
Public Open Space	
Primary School	
Marden Vale Academy	
St Edmund's	
Fynamore	
Secondary School	
Kingsbury Green Academy	
Health Centre	
Beversbrook	
Northlands	
Patford House	
Convenience Store	
Park	
Play Area	
Sports Pitches	



Fig. 3: Connections, Facilities & Amenities

Historic Development

History

Calne grew as market town on the road between London and Bristol, by the 18th Century it had a large wool industry with many of the former mills found on the River Marden near the town centre.

In the 18th Century a branch canal linked the town to Chippenham and the Kennet & Avon Canal. Later the town also had a railway station. At this time the pork processing industry and the town's Harris & Co became established with factories within the town centre.

The use of the railway and canal declined in the 20th Century. The canal was abandoned in 1914, the railway closed in 1965. Harris & Co, the towns main employer closed in 1983 where the factory sites are now redeveloped and employment is now concentrated in the Porte Marsh Industrial Estate to the north of the town.

Urban Morphology

Historic Calne is clustered around the north-south Curzon Street as it crosses the River Marden. With industrialisation the town grew along the key routes of London Road and Oxford Road. 20th Century suburbs grew generally to the North and East of the town. During this time the employment cluster at Porte Marsh was established. Most recent development has taken place in the vicinity of the Penn Hill area.

Whilst historic Calne is closely related to the River Marden, most growth in the 20th Century has been found away from watercourses and on lower lying ground sitting near the North Wessex Downs AONB.

Findings

The town was historically compact with a mix of use and activities, whereas twentieth Century growth has been dispersed comprising of only low density homes. A mix of uses and amenities could be integrated in the proposal.

Site	
Medieval	
Regency & Georgian	
Victorian	
Edwardian & Interwar	
Post War	
Mid 20 th Century	
Late 20 th Century	
21 st Century	
Employment	
Watercourses & Flood Zone	
Contours	
Conservation Area	
Listed Buildings	



Fig. 4: Urban Morphology

Historic Maps and Photographic records



The Strand, early C20th, including the Town Hall & Former Harris & Co Factory



Church Street, early C20th.



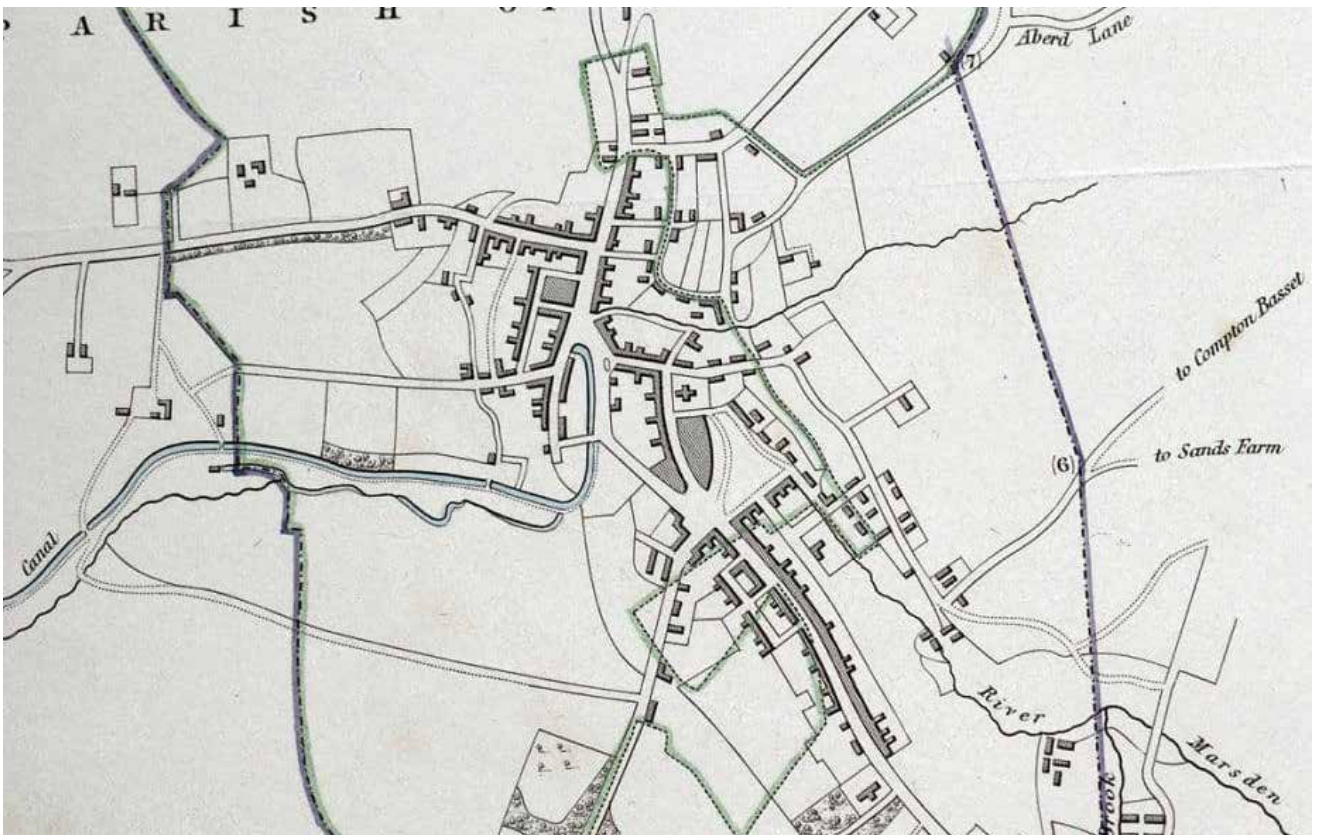
Canal Basin, early C20th, to the rear of the town hall and wharf on the left.



The High Street, early C20th



Former Harris & Co Factory, early C20th.



1832 Street Plan

Fig. 5: Historic Maps & Photos



Calne from above, mid C20th.



1936 Ordnance Survey

Local Character

Limestone and Lime Ashlar have been popular building materials throughout the historic development of towns and villages within the region. This can be best seen in some of the listed buildings in the town and within the Conservation Area, which are the images that are commonly conjured when thinking about the identity of the town. Buildings vary from simple, as found with many homes, to ornate such as the towns civic buildings, as pictured below. The buildings have a close relationship with the street and often form continuous building lines providing a strong sense of enclosure and sense of place.

Conversely 20th Century suburbs have tended to be more ubiquitous in their layout and appearance. These areas comprise significant areas of the town though not often related to the town's identity. More recent developments have begun to reflect the regional use of materials, forms and decorative traditions as explored in the selected case studies that provide lessons learnt for this proposal and continued growth of Calne.

The forthcoming proposal includes employment spaces, so as part of the local character assessment Forest Gate, on London Road west of Calne, is included for study.

Site	
Historic	
Mid C20th Suburbs	
Late C20th & C21st Suburbs	
Industry / Employment	
Solar Farm	
Open Countryside	





Porte Marsh Industrial Estate

High Penn Park

Beverbrook

Calne Quarry

Hercules Road

Woodhill Avenue

Historic Town Centre

Fig.6: Areas of Distinct Character

Historic Centre

Street Layout

- Development in this area is generally compact and of a relatively high density.
- Continuous and unbroken building lines, often tight to the street edge, provide a strong sense of street enclosure.
- Generally open space and green infrastructure is not found within or on the streets but in set greens and gardens.
- Parking is generally found on street or clustered to the rear of buildings.

Built Form

- Houses are predominantly between 2 and 3 storeys.
- Buildings tend to provide strong frontages with numerous windows and frequent doors stepping onto the street. Buildings tend to turn corners and front both directions providing a strong sense of eyes on the street.

Roofs

- Roofs are generally gabled, with varied mid-high pitches, with some gable fronted.
- Dormers, with gable fronts, are common.
- Roofs are generally red/brown and slate tile with chimneys of varied positions and size.

Facades

- Elevations are predominantly stone or rendered in a tonal colour palette of complementary colours.

Windows, Doors & Details

- Many windows are of a timber sash design, of varied proportions, and often painted white.
- Front doors are generally wooden, painted in a range of contrasting colours.
- There are some examples of quoining.
- The oldest buildings tend to have lintels and cills that have been painted black with others using stone. Often there is an emphasis on the cill.



Fig. 7: Typical Homes in and near Calne Town Centre

Woodhill Avenue

Street Layout

- Low density homes; semi-detached and some terraced dwellings.
- Street are generally wide with green verges and sizable front gardens, with hedgerows delineating boundaries.
- Mostly on-street parking. Some gardens have been converted into driveways and on plot parking.
- Streets are formal and do not directly link to key routes or destinations, integrated green spaces are plain and mostly of visual value only.

Built Form

- Houses in this area are of a uniform shape and scale set over 2 floors following a strict linear building line.
- Homes tend to front only one direction, even at corners providing some areas of poor frontages and diminished sense of overlooking.

Roofs

- Gable roofs are common.
- Brown roof tile with chimneys.

Facades

- Rendered elevations in white and others tonal/ pastel colours.

Windows, Doors & Details

- White casement PVC windows horizontal in proportion.
- Front door often comprise closed porches with gable or shed tiled roof.
- Brown wooden front doors with a double glass panel are common.



Fig. 8: Typical Homes in and near Woodhill Avenue

Hercules Road

Street Layout

- Mixed development comprising a range of detached, semi-detached and terraced properties, as well as some apartment buildings.
- The street scenes vary in type from wide streets with green verges and sizeable front gardens to narrow shared drives.
- A range of on plot and street parking across the area.
- Streets are generally arranged in a distorted grid with some use of curves and interspersed pockets of green.

Built Form

- Homes are predominantly 2 or 2.5 storeys with apartments arranged over 3 floors, often at corners.
- Soft landscaping is often used to define boundaries.
- Generally streets have a strong frontage with a staggered and varied building line.

Roofs

- Predominantly gabled and front gabled roofs.
- Roofs are a mix of brown tile and grey slate effect tile.

Facades

- Elevations are simple with red or yellow brick, or white render.

Windows, Doors & Details

- White casement PVC windows, generally multi-paned with glazing bars.
- Brick heads and cill detailing is common.
- Predominance of plain front doors with canopies.



Fig. 9: Typical Homes on and near Hercules Road

High Penn Park

Street Layout

- Modest density, consisting of detached and semi-detached homes.
- A range of parking types including front and side drives, as well as detached and integrated garages.
- Streets tend to be curved and sinuous without clear visibility between key routes and junctions.

Built Form

- Houses are generally arranged over two storeys.
- Homes provide a consistent frontage, though there is a limited treatment of corners.
- Building line is often freeform or staggered; at times related to curved streets.

Roofs

- Mix of gable, front and cross gable types.
- Roofs are generally grey or red/brown tile.

Facades

- A range of red brick, reconstituted stone or cream render elevations.
- Beige cladding is used on the first floor elevations in some dwellings.

Windows, Doors & Details

- A number of dwellings have flat roof, gabled or shed roof canopies over the front door.
- Brick is often used as a contrast detail, such as brick cills on render or yellow brick quoining on red brick.
- A mix of white casement, bow and cottage-style PVC windows, some multi-paned.



Fig. 10: Typical Homes in High Penn Park

Beversbrook

Street Layout

- Mix of homes comprising detached and semi-detached.
- A range of on plot parking, including front and side driveways with some on-street parking.
- Streets tend to be irregular and of a changing pattern where direct pedestrian and cycling routes are unclear.

Built Form

- Houses are predominantly 2 storey.
- Small front gardens without a formal boundary treatment.

Roofs

- A mix of gable, front gable and hipped roofs.
- Roofs are predominantly red or grey tiles.
- Some dormers with flat roofs.
- Some chimneys that match with their elevation material.

Facades

- The elevations are a mix of recon stone, red brick and cream render.

Windows, Doors & Details

- A range of flat roof and hipped canopies over the front door.



Fig. 11: Typical Homes in Beversbrook

Summary

Penn Hill is located within an area of mixed character that separates it from the historic town centre. The image of Calne, particularly for visitors, is likely to be closely identified with the historic centre, whereas the larger suburbs are quite different. Future development should learn from recent developments and relate better to the image and identity of the town overall and its landscape setting by taking cues from the best local examples of urban form, including its layout and appearance.

The use of stone, render and brick with red-brown or grey tiles is a common mix across the town.

In places the street form can be said to be car orientated and does not contribute to legibility, discouraging walking and cycling despite the relatively compact settlement pattern and proximity to amenities and services.

Generally a strong use of perimeter blocks and street enclosure creates a better sense of place closer to the identity of Calne.

Avoiding uniform and rigid design approaches such as utilising a mix of scales, size and types, in respect to homes, streets and spaces will add to the richness of place.

Recommendations

- Use of perimeter blocks with strong frontages including those that wrap around corners
- Provide a strong sense of street enclosure with clear building lines
- Create a street layout responding to topography with routes forming clear links to nearby points of interests, destinations and towards the town centre.
- Homes could be arranged over 2 or 2.5 storeys
- Use of gable roofs
- Formalise parking solutions to reduce car dominance on the streetscape
- Gardens and private amenity spaces should be well defined, for example by soft landscaping
- Good access to open and play spaces
- Integrate green infrastructure and green network connecting to the surrounding landscape

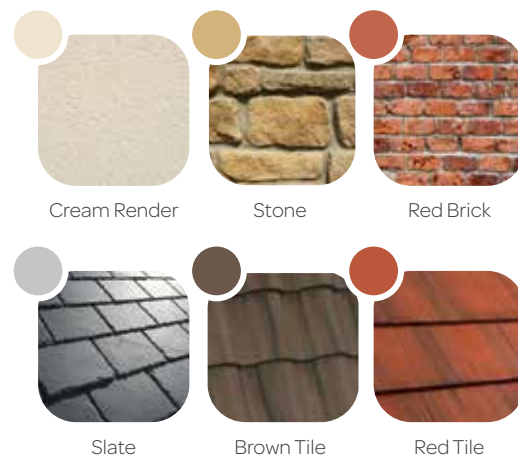


Fig. 12: Prevailing Materials

Access & Movement

Main Roads

Sand Pit Road, which connects to Oxford Road is found on the southern boundary of the site. Oxford Road, found to the west, is a B-Road which serves Calne Town Centre to the south and the A3102 to the north. Further connections from the A3102 include Lyneham, Royal Wootton Bassett and Swindon. The A4 which runs through Calne creates connections to Chippenham, Bath, Bristol and London.

Public Transport

The nearest bus stop to the site is on Oxford Road, 500m to the west. Bus stops on Oxford Road are served by route 55, which runs from Calne to Chippenham. The nearest railway station is located in Chippenham, 6 miles to the west of the site. This station is served by the Great Western Main Line from London to Bristol, and the Wessex Main Line which runs via Bristol to Southampton.

Site Access

Existing site access is taken via a gate from Sand Pit Road, to the south of the site. A further access point is provided by a farm track through the High Penn Park new homes west of the site. The existing access to the Penn Hill Farmhouse is required to be retained.

Pedestrian and Cycle Access

Two Public Rights of Way run through the centre of the site in a north-south alignment. This provides connections with the wider network of countryside footpaths to the north.

There are no dedicated cycle facilities adjacent to the site. Sand Pit Road however, provides low traffic flows with cyclists safely accommodated within the existing carriageway. A network of quiet streets are also recommended for cycle use including a direct route to the town centre via Abberd Lane.

Public Rights of Way generally form more direct routes into Calne and towards the town centre than the road network, forming direct and comfortable routes for pedestrians and cyclists.

Findings

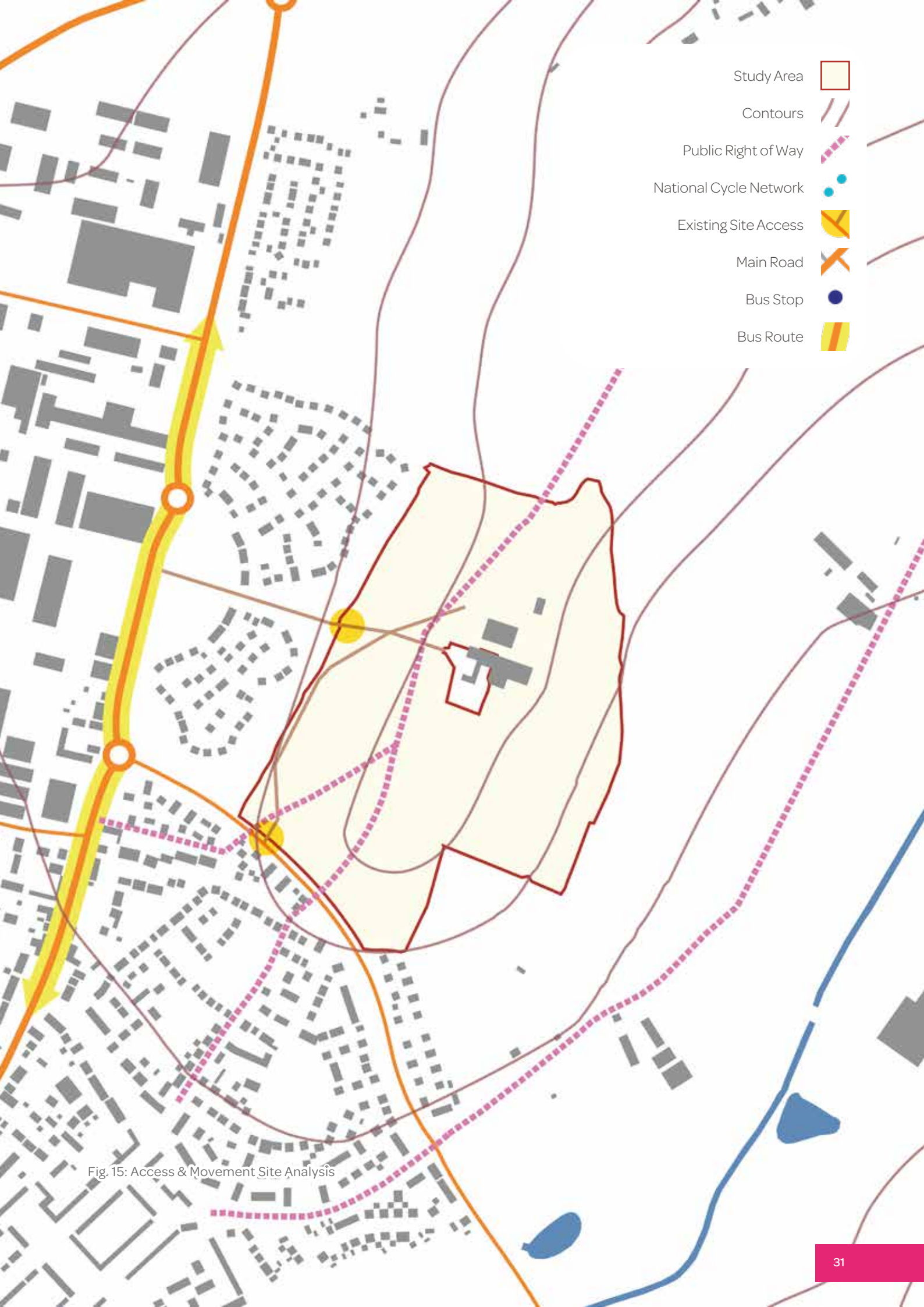
- Utilise existing points of vehicular access and connections.
- Reroute and maintain Public Rights of Way connections.



Fig. 13: Existing access junction on Sand Pit Road , looking west.



Fig. 14: Existing access from 'High Penn Park' to the west, marked by a cattle grid.



- Study Area
- Contours
- Public Right of Way
- National Cycle Network
- Existing Site Access
- Main Road
- Bus Stop
- Bus Route

Fig. 15: Access & Movement Site Analysis

Landscape & Visual Impact

Turley have undertaken a Landscape and Visual Assessment in respect of the site. The key findings within the report are as follows:

- The eastern slope as the site falls away from the ridgeline is visually prominent to the North Wessex Downs AONB. The ridgeline and treebelt forms a distinct visual envelope on the west portion of the site whereby development is more appropriate.

Topography

Found at the centre of the a natural ridge runs from the north to the southern edge, where it descends towards the town centre. Within the site the ridge has a max 105m AOD. To the east and west of the ridge the site gradually slopes towards both the east and western boundaries. At the western edge the site lies at around 91m AOD to a low in the southwestern corner of 89m AOD. The eastern edge at around 85m AOD where the lowest point in the southeastern corner is just below 85m AOD.

Findings

- The site becomes visually prominent of the eastern slope of the ridge with views to and from the North Wessex Downs.
- There are no significant heritage considerations.

Heritage

A Heritage Assessment has been prepared to assess the impacts of the proposals upon the significance of heritage assets within the proximity of the site.

Heritage Designations

The site contains no heritage constraints, listed buildings or listed monuments and will have no adverse affect on those in its vicinity.

The nearest listed building, Bricklayers Arms Public House (associated with the Bug and Spider) is located on Oxford Road, adjacent to the Sand Pit Road Roundabout. This is located within 400m of the site.

A scheduled monument of a medieval rural settlement (below ground) is located north west of the site alongside the A3102.

Archaeology

Archaeological investigations undertaken on the application site have confirmed the presence of archaeological remains of potential significance. A desk-based assessment and site evaluation, including trial trenching, have been carried out in consultation with the County Archaeologist. The findings indicate that while archaeological features are present, they can be appropriately mitigated through an agreed programme of archaeological works.



Fig. 16: View from Penn Hill looking east towards the North Wessex Downs



Fig. 17: Land is steering and visibly falls away in the south-east corner of the site near Sand Pit Road, looking south-east.



Fig. 18: Landscape, Visual & Heritage Site Analysis

Drainage & Flood Risk

Abley Letchford Partnership Ltd has assessed the flood risk/surface water drainage constraints and opportunities of the site.

Located on the higher ground away from watercourses; the site is at low risk from flooding, including rivers, groundwater and surface water.

Abberd Brook is the nearest watercourse located 160m to the east of the site, on the eastern side of Spitfire Road.

Drainage

There are sporadic open field ditches found on the sites eastern and western field boundaries. These are often within dense vegetation and form part of the hedgerow habitat.

Utilities

A utilities study was undertaken in support of this application. There are no known utilities which cross the site.



Fig. 19: Existing stile on northern boundary serving the public right of way routing north-south across the site.



Fig. 20: Existing pond located in the north of the site.



Fig. 21: Existing overhead electric transmission lines running north-south through the western field.

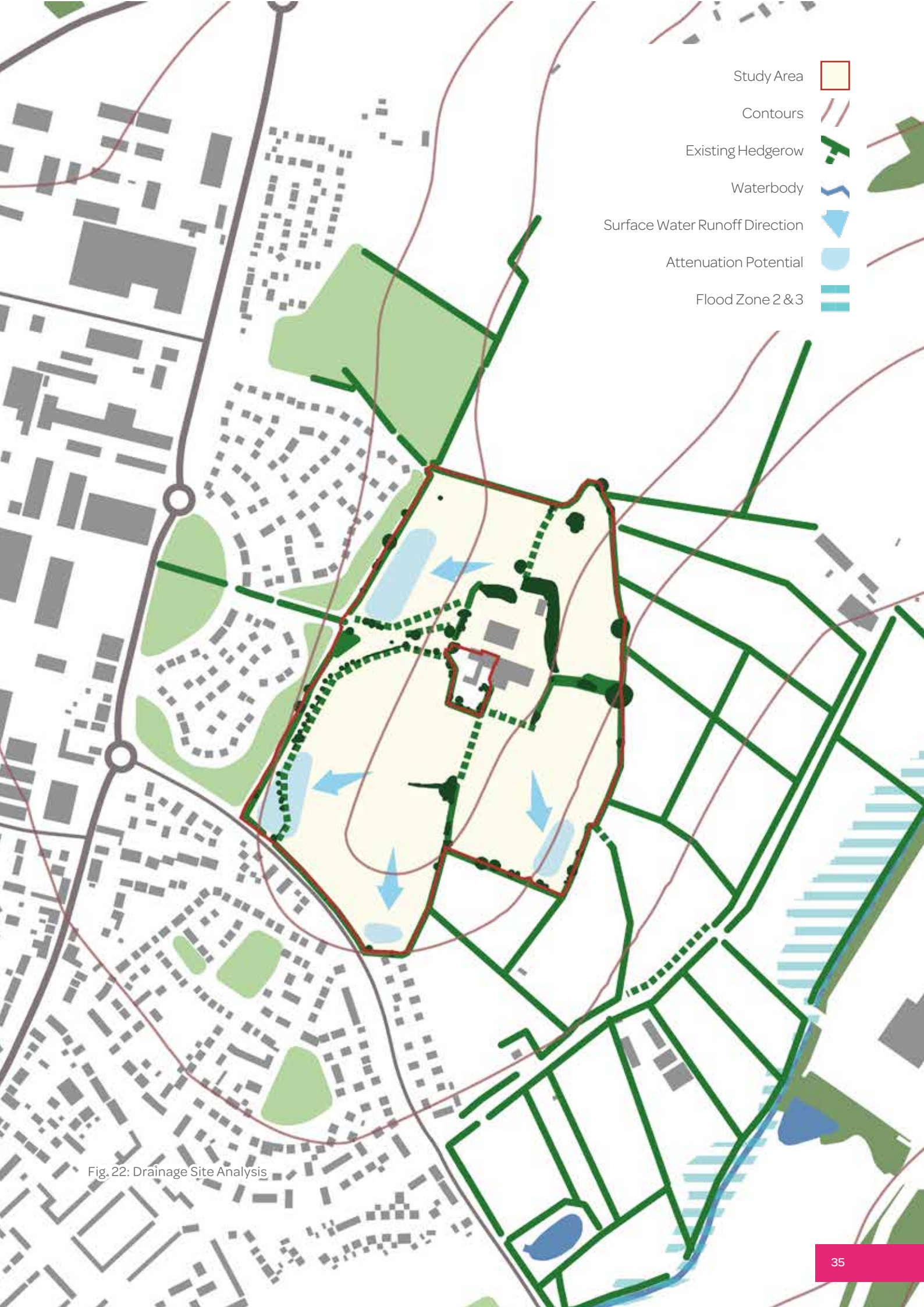


Fig. 22: Drainage Site Analysis

Ecology

An Ecological Assessment has been undertaken by HDA.

The main findings are as follows:

- Bats - there is evidence of possible roosts and trees with potential, it is likely hedgerows form part of their flight network.
- Badgers - have been found on site and will be relocated.
- Great Crested Newts - have been surveyed and not been found on site
- Reptiles - have not been found but there is potential for slow worm habitats

Boundaries

Field boundaries comprise the limits of the site. These are of varying density and maturity and are generally of a good quality. They are found on all edges.

- The most substantial hedgerows including trees are found on the north and eastern edges of the site.
- The western edge is substantial where new homes have a deliberate set back creating a green edge / corridor.
- Towards the southern edge, particularly with Sand

Pit Road , the hedges are of a lower quality.

- The site is bisected north-south by hedges and trees that also encircle the farmstead and existing sheds on site. These are generally of good quality, though quality does vary and is poor in places.

Trees

Vegetation is restricted to field hedgerows and scattered hedgerow trees (mainly oak) and occasional blocks of scrub.

Trees are generally positioned within or close to hedgerows, within those that are denser and more mature.



Fig. 23: High Penn Park homes are set back from the existing hedgerow on the site's western boundary revealing public open space, planting and a play area.



Fig. 24: Most of the sites hedgerows comprise compact hedgerows and intermittent trees. The western boundary comprises parallel hedgerows flanking the existing access track.



Fig. 25: Ecology Site Analysis

Constraints & Opportunities

The site assessment has identified site constraints and opportunities and helped to establish the principles for the development of this site. Key considerations include:

- The ridgeline and visual prominence of the eastern slope when viewed from the North Wessex Downs.
- Locating drainage features appropriately for the fall of surface water and levels, namely to the east and west boundaries.
- Retaining, and rerouting where necessary, the Public Rights of Way and their connections towards the town centre and the countryside.
- Retaining and enhancing the existing hedgerow network.
- Enhancing existing points of access.
- Retaining access to the farmhouse.

Opportunities

- Locate development within the western portion of the site
- Enhance green network, building on existing field boundaries

Study Area	
Contours	
Visually Prominent Area	
Public Rights of Way	
Locally Equipped Area of Play	
Main Roads	
Site Access	
Bus Route	
Existing Hedgerow	
Potential Green Network	
Waterbody	
Surface Water Runoff Direction	



Fig. 26: Existing farmhouse in the centre of the site, to be retained.



Fig. 27: Looking east towards existing employment set behind trees (right) and north wessex downs (left) showing the site falling away to the east.

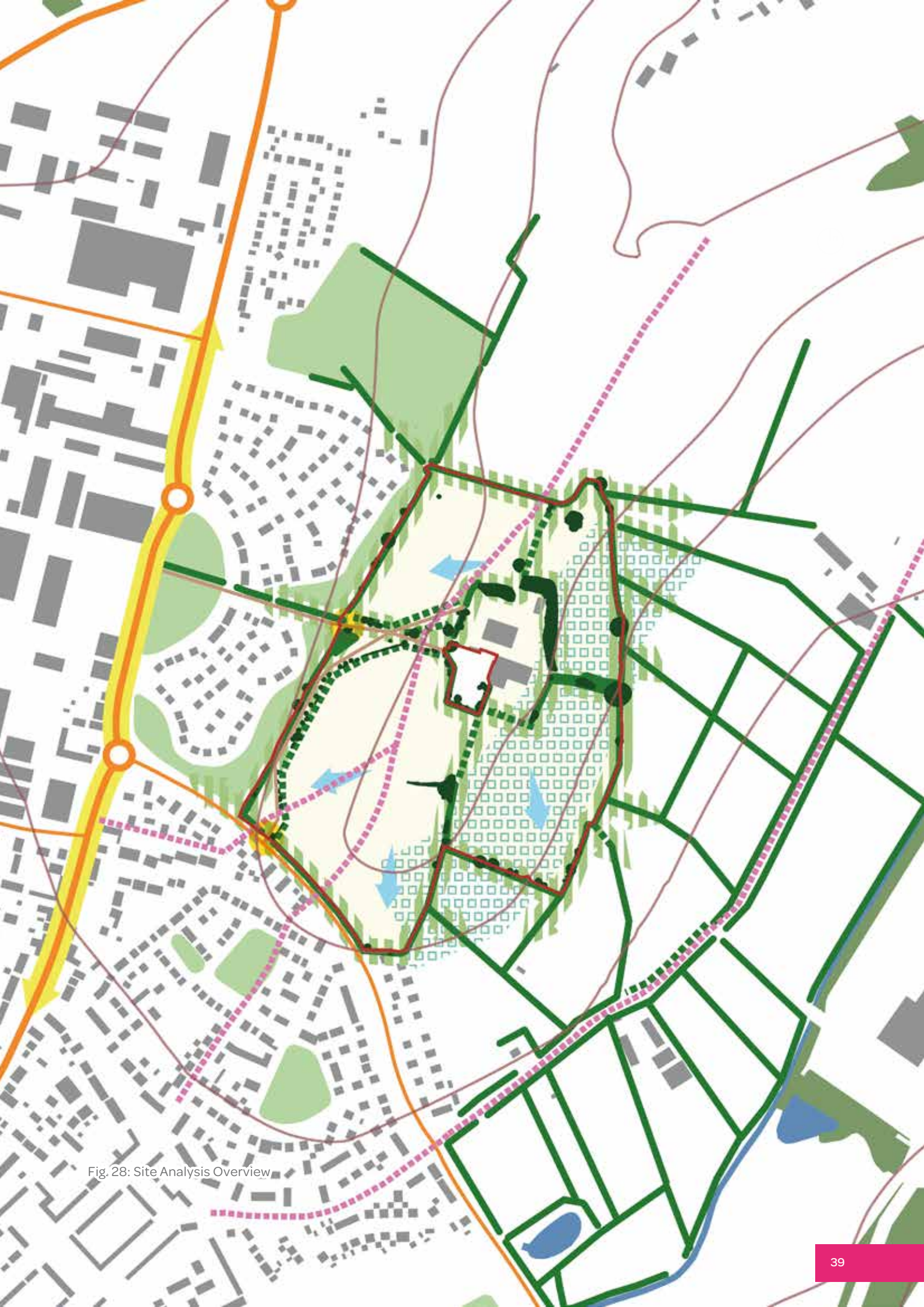


Fig. 28: Site Analysis Overview

3 Involvement & Evolution





03. Involvement & Evolution

Engagement

A Statement of Community Engagement (SCE) is submitted with this application and sets out the details of consultation undertaken with various stakeholders in the preparation of the development proposals for the site.

The applicant has been proactive in engaging with Wiltshire Council, statutory consultees, Calne Town Council, Calne and Calne Without Parish Council and members of the public prior to the submission of this application.

Further details are covered in the SCI.

- What features would you like to see in the publicly accessible open space?

This was a multiple choice question offering the ideas, where there is equivalent support for the different suggestions, including allotments, play, seating, meadows and wetland habitats.

There was space within the consultation forms for other ideas and responses and other items raised during stakeholder briefings. The key ideas have been summarised and responded to on the facing page.

Public Consultation

An initial public consultation took place between 17 November to 5 December 2022. The Applicant has evolved the plans to respond to feedback received from consultees and the community. A second period of engagement was undertaken in October – November 2025 to seek feedback on the revised proposals. Activity includes the following:

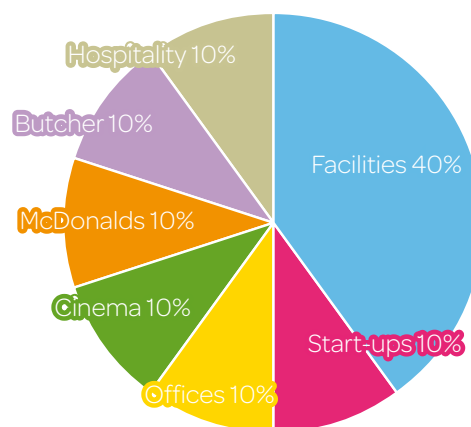
- Stakeholder briefings with Calne Without Parish Council and Calne Town Council
- Leaflets with feedback form and details
- Website / Online

There were two directed questions asked during the initial consultation in 2022, on employment type and shaping public open space, where 10 responses were received. These are presented in the charts.

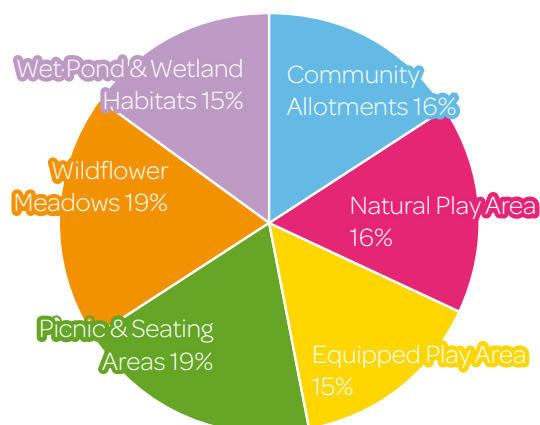
- What type of employment space / jobs are needed in Calne?

On employment there was a preference to see more employment that is part of facilities for the town, such as schools or healthcare. Facilities are subject to separate assessment within the planning application process, such as school places and GP spaces that is often supported by contributions to existing schools and health centres. There is so far no identified need by Wiltshire Council for a new school or health centre in the area. The outline application identifies c.1ha for employment area which need not preclude uses that service residents and the community from coming forward if there is a need.

What type of employment space / jobs are needed in Calne?



What features would you like to see in the publicly accessible open space?

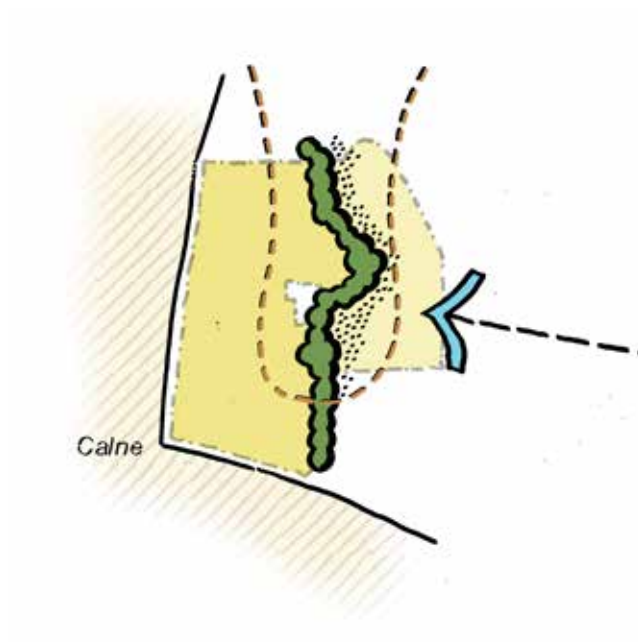


Concern	Issue Raised	Response
Affordable Homes	Is there affordable provision?	The proposals will offer a mix of house sizes and tenures, including both market and affordable homes. The scheme provides 30% affordable homes demonstrating compliance with Wiltshire Council's planning policy CP43.
Facilities	Existing facilities such as schools and healthcare are at capacity and will not be able to support new residents.	Any financial contributions towards local public services will be agreed in consultation with the local authority. These contributions take the form of Section 106 Agreements and commonly include contributions towards health services, education and highways."
Sand Pit Road Traffic Calming	Can speed bumps or other traffic calming measures be introduced to Sand Pit Road ?	Improvements to Sand Pit Road will be carried out as part of a s278 agreement following the planning consent. Improvements will be required to create safe access and crossing of Sand Pit Road for future and current residents. Speed bumps will be considered as part of this package.
Oxford Road Speed	Could speed cameras be introduced on Oxford Road?	Oxford Road is presently subject to a 40mph limit. Enforcement is a matter for the Local Highways Authority at Wiltshire Council.
Open Space	Keep the west side of the 'hill' open to dog walkers who currently enjoy use of this space.	Public Rights of Way currently provide access to the western part of the site and not the eastern side. When considering constraints, namely visual impact, and accessibility, such as proximity to bus stops, the western part of the site is the best suited to new homes. The eastern part of the site will become a new enriched area of public open space. The existing Public Rights of Way will be diverted through this area and maintain connections to the north and south of the site.
Allotments	Allotments should be included in the public open space.	Allotments are included as part of the public open space. To be implemented a partner will need to be identified for the management of the allotments.
Cycleways	Link cycleways to Sand Pit Road and Oxford Road	The Primary Road will include a 3.0m footway for both pedestrians and cyclists, this links to both Sand Pit Road and Oxford Road.
Solar PV	Will all homes be fitted with Solar PV on their roofs?	This is an outline planning application where the detail of and inclusion of Solar is reserved to the next stages. Building regulations informing heating, energy efficiency and climate resilience are continuing to evolve responding to climate change. New homes will need to comply with building regulations at the time construction is started.
Too Much Recent Development	Already several developments proposed and consented locally.	The Council is currently seeking to identify additional housing sites to meet the need for 45,630 new homes across Wiltshire to be delivered between 2016-36 as part of a Local Housing Needs Assessment. The proposals offer a deliverable opportunity to address part of this need – including a variety of house types and tenures in a suitable site location. The proposed site is part of a wider site that has been identified as a potential development area by the Council. An outline planning application would agree the principle of the development on the site. Subsequent reserved matters planning application(s) would then be required to progress and agree the details of the development such as quantum of housing, building heights, design, landscaping etc.

Design Principles

The masterplan has been evolved and shaped by these fundamental principles.

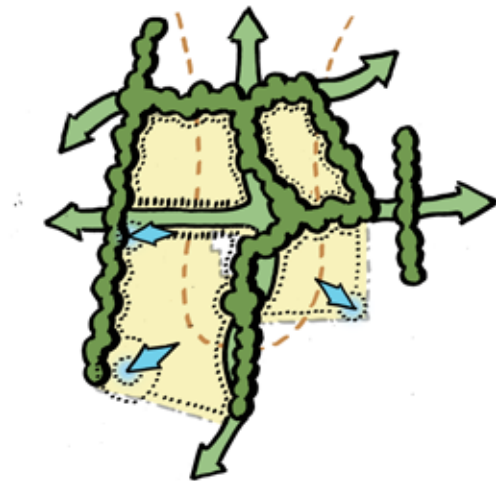
Nestled in the Landscape



The site sits within a context of growing development, and provides further opportunity to tie in with the new communities at Calne.

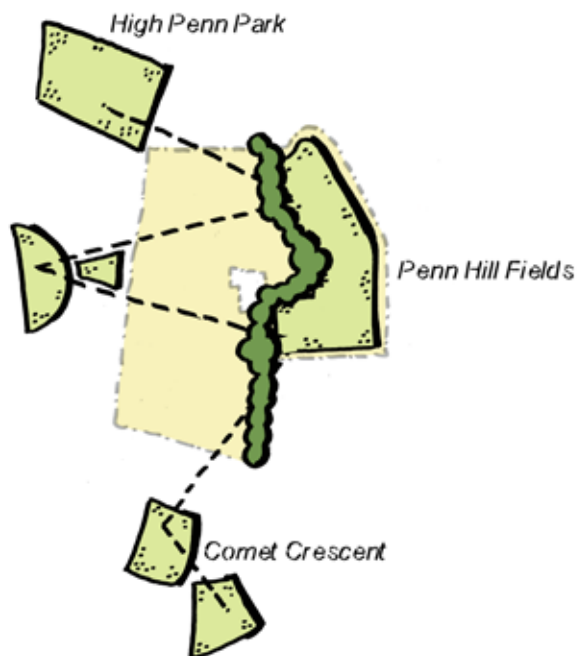
Development will be sensitive to the immediate context and topography of the site and surrounding countryside.

Creating a Green Network



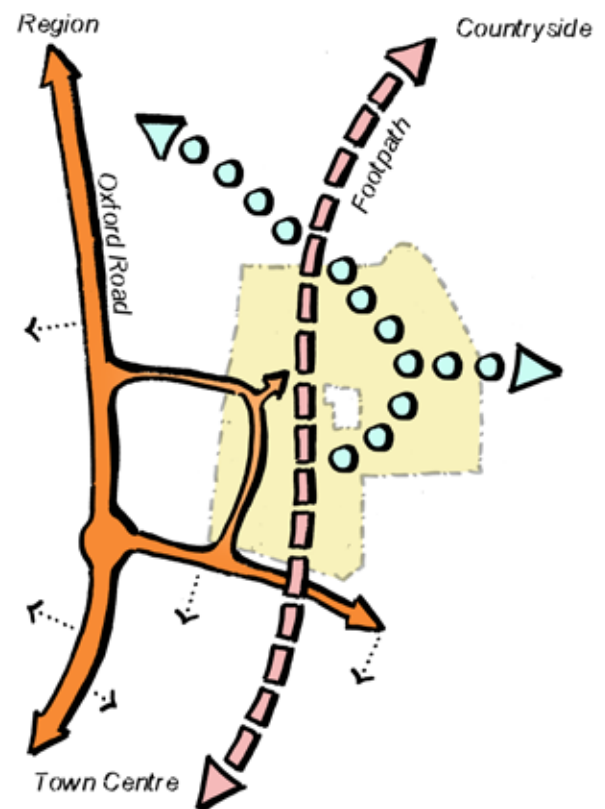
Development proposals will retain, utilise and enhance existing green assets, whilst proposing additional ecological interventions and mitigation measures to maximise the potential for biodiversity net gain across the site.

Patchwork of Spaces



The illustrative masterplan proposes a number of varied, functional green spaces to tie in with local provision across Calne, creating a wider green network.

Encouraging Active Travel; Thinking of Access



Development at Penn Hill Farm will maximise active travel opportunities by proposing an accessible and connected network of direct pedestrian and cycle routes.

Street design will prioritise pedestrians and be of high quality and use soft landscaping, swales and street trees to manage drainage.

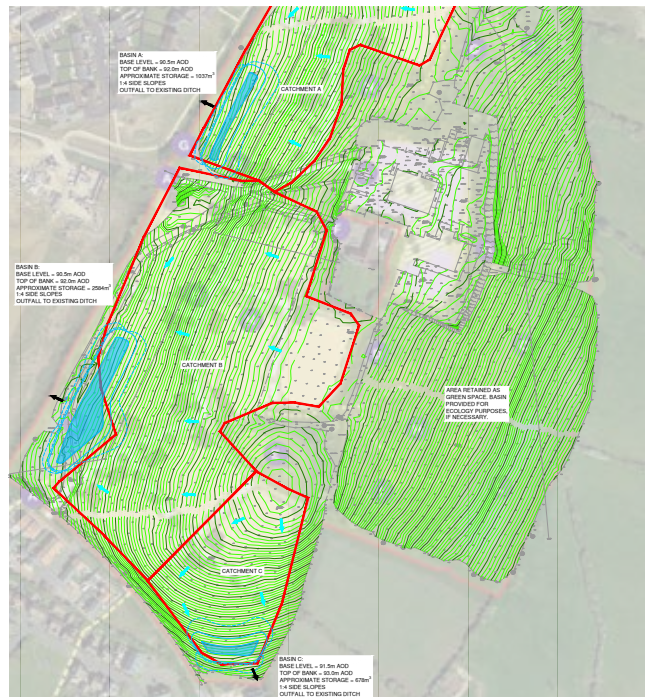
Design Evolution

The design has evolved over time from initial concepts through testing and consultation. The following evolution steps summarises this process.



Initial Draft Sketch

The initial masterplan was developed based on the existing access, landscape and ecology to develop a structure for the proposed masterplan. This locates development on the western portion of the site, with the most visually prominent eastern portion comprising of public open space with landscape and biodiversity enhancements.



Drainage Review - September 2022

A drainage review of the initial masterplan showed that the layout and block form together with topography survey highlighted that a greater number of dispersed attenuation features would be more feasible, coupled with existing hedgerows and within the green network. This informs the next iteration of the masterplan to include drainage features to the north, west and southern edges of the site. A waterbody feature to the east is not likely required for drainage purposes but would be of ecological habitat benefit.



Public Consultation – December 2022

Following further input from the technical consultant team, namely transport, visual impact, ecology and drainage, as well as feedback from stakeholder consultation, the layout has been reshaped to fit better into the landscape. The key changes include:

- Development of the location and shape of drainage features following the drainage review.
- Pulling development away from the very southern tip of the site adjacent to Sand Pit Road. The layout here better reflects the contours and fitting into the landscape.
- Locating a natural play area within the centre of the site, in a naturalistic setting adjacent to hedgerows and tree belts, as a different offer to other formal equipped play areas nearby.
- Completing the 'block' around the farmhouse where its back garden touches back gardens of new homes and is not fronted onto.
- Reinforce relationship, with homes facing retained species rich and enhanced hedgerows.



Refinement

The illustrative layout had undergone further refinement following receipt of additional reports and feedback. This was submitted in 2023 and withdrawn following consultation from the local authority.

- Pedestrian connections were amended to create revised routes around the site.
- An updated drainage strategy to include relocation of drainage basins.
- Refining development areas following receipt of the tree survey.
- Primary access now derived solely from the west.
- Safeguarded point of access to adjacent proposed development.

4 Design





04. Design

The masterplan opposite has been produced to establish how development could be set out within the site, providing the broad areas of land use, landscape connections and accessibility for the development.

The outline application asks for consent for the underlying fundamentals set out in parameter plans, accompanying the application and on the following pages. These include:

- Land Use & Building Heights
- Access & Movement
- Ecology & Landscape

-  Site Boundary
-  New Homes
-  Workspaces
-  Public Rights of Way
-  Priority Walking Routes
-  Attenuation ponds
-  Public Open Space
-  Street Trees
-  Key Buildings & Frontages
-  A Access as Existing
-  B Employment Access
-  C Retained Farmhouse Access
-  D Enhanced Tree Belt with Woodland Edge Planting
-  E Local Equipped Area of Play LEAP
-  F Wildflower Meadows
-  G Established Hedgerow Linked to Green Network
-  H Community Orchard
-  I Picnic & Seating Areas
-  J Community Allotments
-  K Drainage Pond
-  L Wet Pond & Wetland Habitat
-  M Street Trees
-  N Proposed Pumping Station
-  O Safeguarded link to adjacent site



200 Homes
15/05831/REM

Outline Application
PL/2025/02426

21 Homes
18/03098/FUL

Fig.29: Illustrative Framework Masterplan

Land Use

The overall site area is 15.49ha (38.28ac). 5.22ha (12.90ac) of this land is proposed to be residential use for up to 210 homes at 41dph. This will provide a range of housetypes of varying sizes and tenures to ensure the delivery of a varied residential community. Up to 30% of the total number of dwellings will be affordable homes in accordance with Wiltshire Council Core Strategy Policy. Affordable housing will be located throughout the proposal to encourage integration and social cohesion.

A 0.75ha area of employment land is located centrally within the site.

8.96ha (22.14ac) of the site will be classified as green infrastructure. This equates to 60% of the overall site area. This will include both formal and informal play areas, informal play areas, on-site attenuation features and landscape planting.

The table below and the plan opposite sets out the distribution of uses across the site based on the illustrative masterplan.

Site Area	15.49ha
Developable residential land	5.22ha
Employment	0.75ha
Green Infrastructure	8.96ha*
Highways and Access	0.56ha

*Including 0.12ha of play space and 0.25ha of allotments

Building Heights

The majority of the proposal will be 2 storey in height with key nodal point to be up to 2.5 storey. Varying heights at key locations particularly gateways and key nodes, will enclose key spaces and create an identifiable and legible development.

Development along the green infrastructure edges will more likely be two storey heights to respond to its open landscape character. Varying ridge and eaves heights, as well as gables and chimneys can also be used to break up the visual appearance of a street and create visual interest in the streetscape.

Key buildings will be positioned at nodal points to address corners, terminate local views and add character to the streetscape.



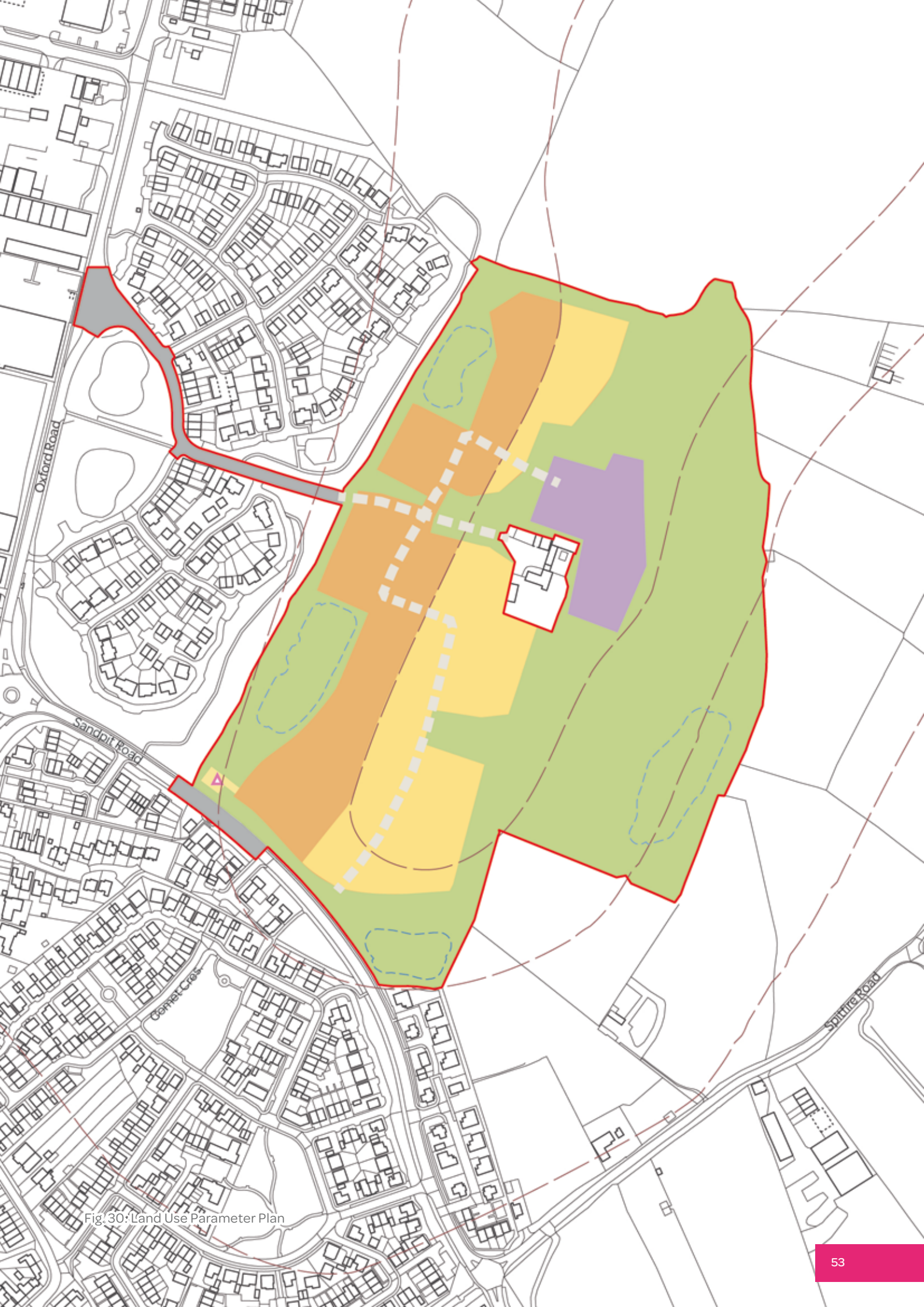


Fig. 30: Land Use Parameter Plan

Access & Movement

Primary access into the site will be taken from Oxford Road. The layout has been designed to provide a clear, simple street hierarchy comprising primary streets, secondary streets and lanes/park edges. Secondary and lower hierarchy roads will distribute residents throughout the remainder of the masterplan. Streets will be designed in accordance with the principles of Manual for Streets.

Pedestrian routes will be integral to the development proposals, creating connections with the wider landscape via Public Rights of Way. The masterplan establishes a permeable pedestrian/cycle network throughout the development and creates connectivity with Calne. Pedestrian footways will be made along streets, through green corridors and within public open space.

Parking provision will be determined at the reserved matters stage, however it will be provided in accordance with Wiltshire Local Transport Plan. Cycle parking will also be provided in accordance with Wiltshire Local Transport Plan, which states the requirement for 1-4 spaces per dwelling, dependant on dwelling size. This will be provided either in garages, sheds or other secure storage areas.

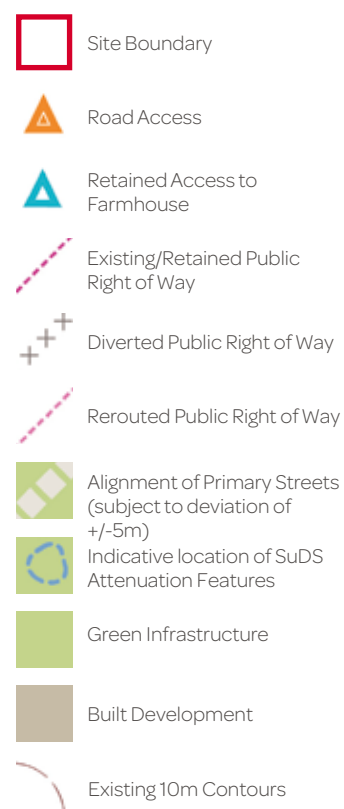




Fig.31: Access & Movement Parameter Plan

Street Hierarchy

Streets and routes will be of different configurations across the masterplan. This responds to the change in importance and focus on different types of users, prioritising the movement of people/cyclists over vehicular traffic. For instance if the street is the main route for private cars to navigate to their home or a side street serving a small number of homes. Or, if the street is prioritised for pedestrians and cyclists over cars.

The street hierarchy will add variety to the masterplan and be part of the character to component areas (in contrast to everything looking the same). This aids identity of individual streets and homes.

These street types primarily govern the street configuration and the division of space between different users, such as pedestrians and cars, and the inclusion of other features such as street trees, crossing points or traffic calming.

Secondly the components of these street types relate to their character area in factors such as density, front gardens, building set back, height and the approach to parking. Each of these elements will effect the character of street and its feel as a 'main route' or 'side street'.



Fig. 32: Illustrative Street Hierarchy

Road

This is the primary street that links the access from Oxford Road to the new homes, whereby most vehicles will route. It will be the most highly trafficked for all users, needing to balance their needs within a comfortable and attractive environment forming part of the community identity as a whole.

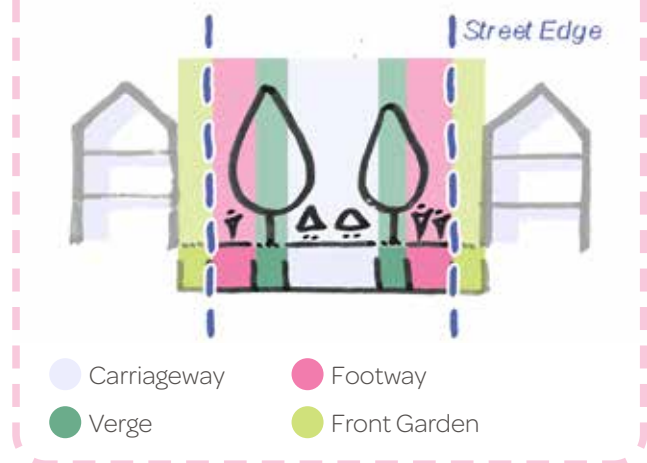
The road between street-edges comprises:

- **Carriageway** of up to 6.3m wide.
- **Verges** to be found on both sides of the carriageway of 2.0m wide.
- **Footways** will be between 2.0-3.0.
- **Crossing Points** are to be located near junctions and on desire lines.
- **Street Planting** should be formal tree planting in the verge with additional low level planting around junctions.

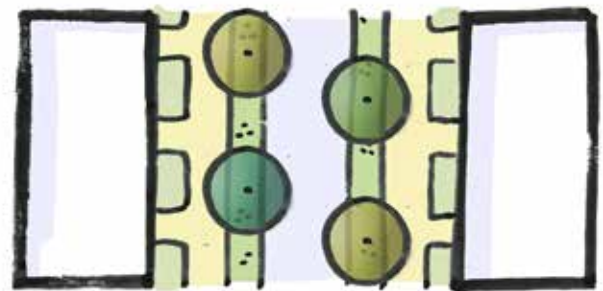
Subject to opportunities of each character area, to be in keeping and responding to the street hierarchy the street interface beyond the street-edge should comprise:

- **Building Height** focused on the higher order streets, such as stepping up from 2 to 2.5 storeys on the primary road. Building height should be part of an ordered street rhythm, such as a road segment of homes arranged over 2 storeys being book ended by 2.5 storey homes at junctions / corners or uniformly treated as 2.5 storey.
- **Building Set Back** homes should be set back by no more than 2.0m and form a continuous and unbroken building line.
- **Front Gardens** there must be a shallow front garden running the length of the frontage. This 'defensible' space should have a formal boundary treatment with the footway such as low wall, railing or hedge.
- **Parking** should prioritise discreet approaches such as rear courtyard parking and / or parking accessed via lower order streets.

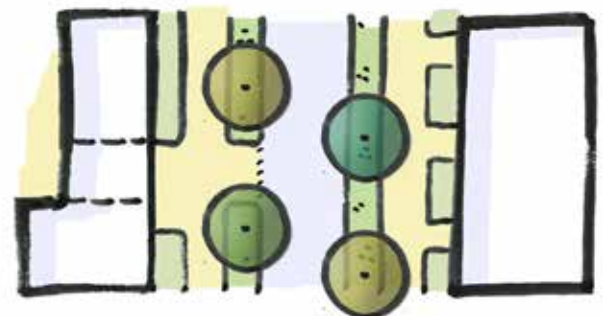
Typical Road Section



Typical Road Plan



Road Plan with Rear Courtyard Access



Street

This secondary street is a 'side' street, stepping down from the road. This type of street provides a direct link to blocks and clusters of homes, whereby only vehicles routing to those addresses will use. These streets will often form the address of homes with a personal identity for residents.

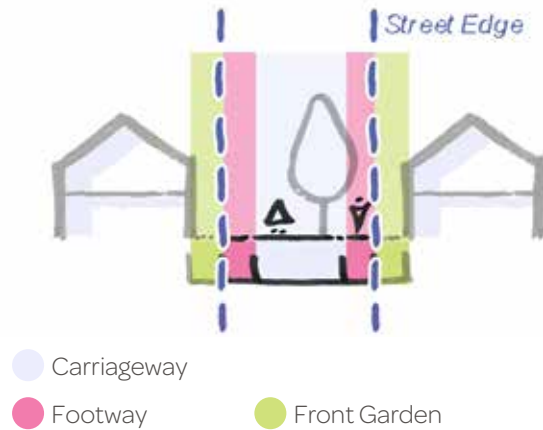
The Street between street-edges comprises:

- **Carriageway** of no more than 5.5m wide.
- **Verges** are generally not present though there are opportunities for pinch points in the carriageway or on short street segments.
- **Footways** will be at least 2.0m.
- **Crossing Points** are to be located near junctions and on desire lines
- **Street Planting** pockets of green should include tree or low level planing.

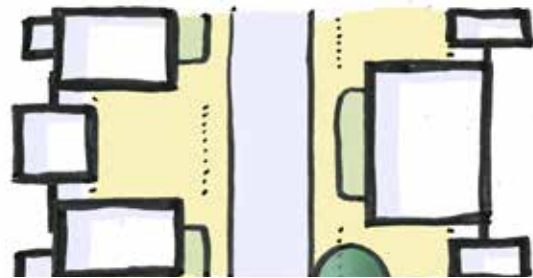
Subject to opportunities of each character area, to be in keeping and responding to the street hierarchy the street interface beyond the street-edge should comprise:

- **Building Height** should generally be uniform around 2 storeys but could vary with elements of 2.5 storey.
- **Building Set Back** homes should be set back by at least 2.0m and form a continuous, intermittent or staggered building line.
- There must be a shallow front garden running the length of the frontage. This 'defensible' space should have a formal boundary treatment with the footway such as low wall, railing or hedge.
- **Parking** should feature a variety of approaches such as side aligned parking or frontage parking (and include street trees between bays).

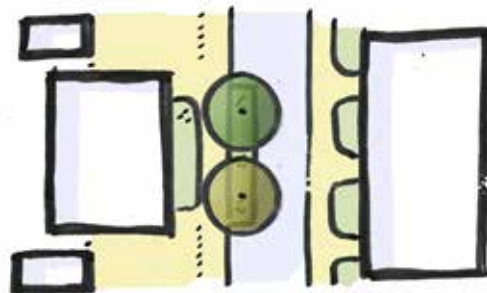
Typical Street Section



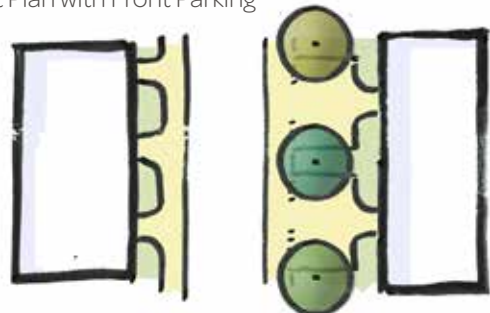
Typical Street Plan



Street Plan with Carriageway Pinch Point & Planting



Street Plan with Front Parking



Lane & Drive

These lanes and drives are the lowest order streets found within the masterplan and often only serve and are the address to a small number of houses. These comprise an integrated space that prioritises pedestrians and cyclists. These streets still form an important part of the overall connectivity and permeability of the layout. Where only providing vehicular access to five or fewer homes the lane may terminate and be better known as a shared drive.

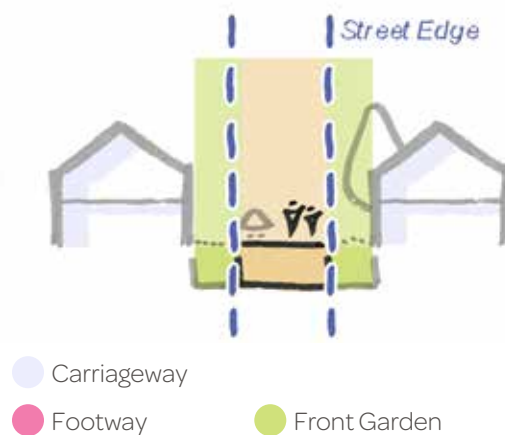
The Lane between street-edges comprises:

- **Carriageway** of no more than 6.0m wide and comprise of a level surface catering for all users.
- **Crossing Points & Junctions** should be delineated as an extension of, and sit flush, with the footway.
- **Street Planting** included where possible, such as within a green edge or intersect clusters of parking.

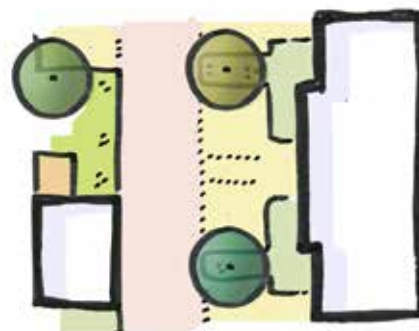
Subject to opportunities within each character area, the street interface beyond the street-edge should comprise:

- **Building Height** should generally be uniform around 2 storey.
- **Building Set Back** homes should be set back by at least 4.0m or less with and could be configured with freeform, staggered or intermittent building lines.
- There must be a shallow front garden running the length of the frontage. This 'defensible' space should have a formal boundary treatment with the footway such as low wall, railing or hedge.
- **Parking** should feature a variety of approaches such as side aligned parking or frontage parking (and include street trees). Where adjacent to green and public space parking must be located behind the prevailing building line.

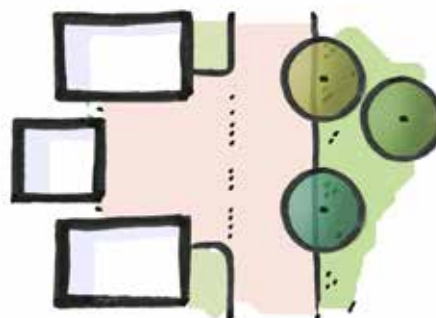
Typical Lane Section



Typical Lane Plan



Lane Plan Next to Public Open Space



Active Travel

Active Travel England, a statutory consultee, require new development to deliver high-quality walking, wheeling, and cycling infrastructure, which will enable people to make healthier, greener, and cheaper travel choices. Improved accessibility of facilities and opportunities to a wider demographic will develop a more prosperous and inclusive community.

Pedestrian routes will be integral to the development proposals, creating connections with the wider landscape via Public Rights of Way. The masterplan establishes a permeable pedestrian/cycle network throughout the development and creates connectivity with Calne. Pedestrian footways will be made along streets, through green corridors and within public open space.

The existing right of way through the site will be diverted to form a loop along the western boundary utilising an existing track edged by flanking hedgerows and to the east through the new public open space working with the topography of the site to create attractive and accessible routes. This will retain connections to the adjacent urban areas and routes towards the town centre to the south, to London Road and areas of open countryside. Other supplementary footpaths and cycleways will further improve connectivity and permeability through the site.

The proposed new homes are within 400m of the nearest bus stops, connecting the site with the rest of Calne, Chippenham and Swindon, thus improving accessibility to nearby facilities.

The proposal further comprises the following:

- Feasible walking routes to primary schools and food shops (within 800m/ 10-minute walk), as well as cycle routes to secondary schools, local centres, employment centres, railway stations and existing surrounding cycling network.
- Junctions designed around the prioritisation of pedestrians and cyclists with adequate amount of crossing points for improved connectivity.
- Direct connections to active travel routes, all appropriately lit.
- Integration to sustainable and active forms of transport.
- Prioritisation of walking and cycling along secondary streets to ensure that 'rat-running' does not become an issue.
- Implementation of traffic calming techniques such as chicanes, low curb heights, buildings close to back of street, raised tables, block paving surfaces.
- Spatial arrangement of car parking that does not intrude on active travel infrastructure, alongside secure and appropriate cycle parking throughout.

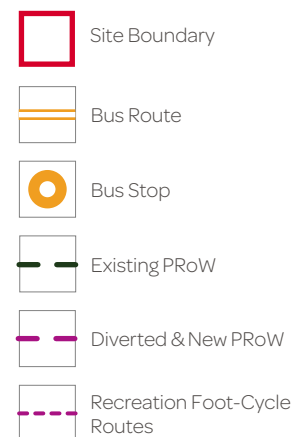




Fig.33: Active Travel

Character

The development's character will be created by incorporating built form, scale and massing, architectural details, landscaping, and materials identified within the earlier character appraisal.

The Character Areas have been informed by earlier analysis, defined by the context of the illustrative masterplan and sculpted by their location within the masterplan. Four distinct areas have been identified, these are as follows:

- Gateway
- Residential Core
- Work Hub
- Green Edge

This creates distinct places within the proposal. The plan shows the spatial distribution of the character areas across the site.

Appearance

A quality palette of materials will be proposed within the scheme that will reflect the local character and take into consideration the context character appraisal carried out within this DAS.

The proposed houses will generally be 2 storey in height, with some variation with extent of the roof. There will be certain architectural change in key locations such as nodal points and at end of street vistas.

Materials will include brick and render. Roof tiles could either be recon slate or a red/brown tile.

Appropriate boundary treatments will be used within the scheme and will include close board timber fencing on rear boundaries and brick walling where rear boundaries face the public realm. Hedgerow and street trees will be used to delineate public and private spaces.

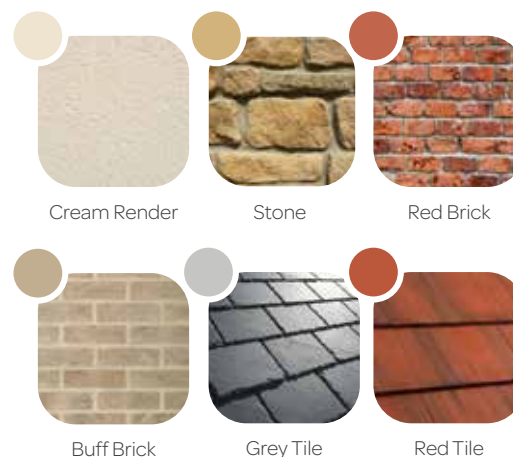
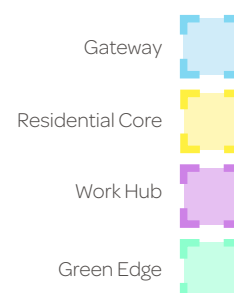


Fig. 34: Proposed Material Palette



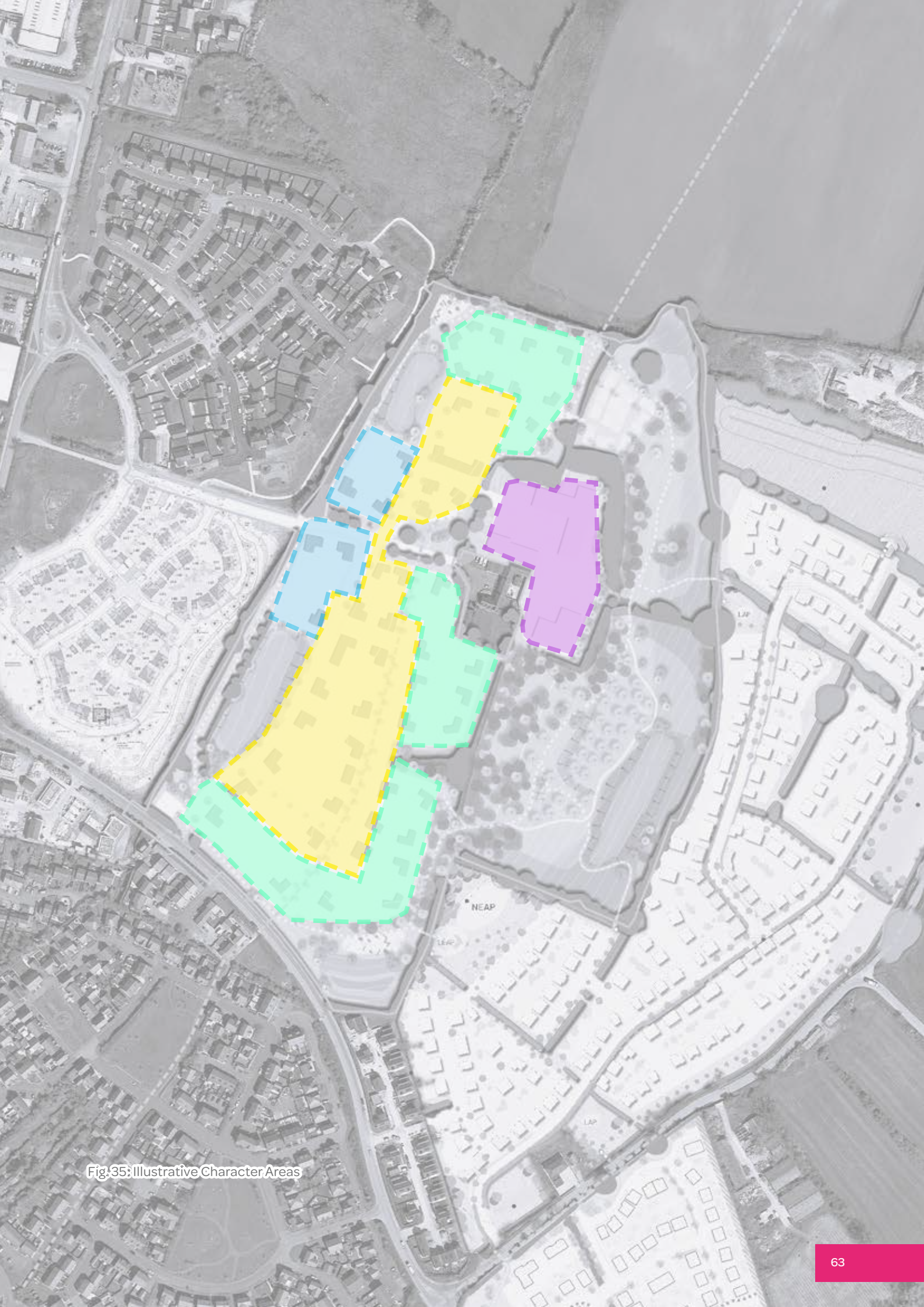


Fig.35: Illustrative Character Areas

Gateway

Street layout

- Properties will be arranged to create a strong street frontage.
- Existing and enhanced landscaping will frame the site entrance.
- Parking will be on plot with garages.

Built Form

- Key buildings at 2.5 storey will create a sense of arrival.
- Properties will be generally detached and semi-detached.

Roofs

- Mainly gable and front gable roofs.
- Dormers and chimneys will add variety and interest to the built form.

Windows, Doors & Details

- Bay windows will face out onto green spaces.
- Estate Railing and low level hedgerows will be utilised at boundaries.

Facades/Materials:



Fig. 36: Precedent Images

Development Core

Street layout

- Street Trees and planting will line the primary route
- Parking will vary from in front of properties or on plot with garages.
- Built form will be consistent to create a strong street frontage.

Built Form

- Properties will be generally semi-detached and terrace.
- 2.5 storey properties will sit at key locations.

Roofs

- Mainly gable and front gable roofs.
- Dormers will add variety and interest to the built form.

Windows, Doors & Details

- Open porches will be used throughout the core.
- Low level planting will define boundaries with low level brick walls at key locations.

Facades/Materials:

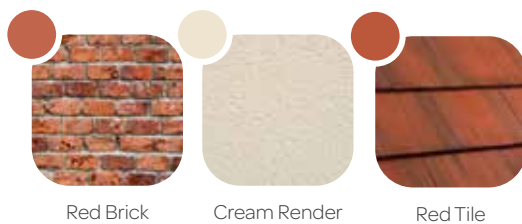


Fig. 37: Precedent Images

Work Hub

Street layout

- Two clusters of buildings accessed via a singular entrance point onto a surface carpark.
- Semi-private amenity space within the courtyard.

Built Form

- Buildings are up to two storeys in height.
- Converted farm buildings and small scale industrial buildings.

Roofs

- Mainly gable and front gable roofs.
- Roofs are mainly grey tile and corrugated iron sheets.

Facades

- Elevations range from recon stone on converted farm buildings to render and corrugated iron on industrial buildings.

Windows, Doors & Details

- A range of natural wood and PVC windows

Facades/Materials:

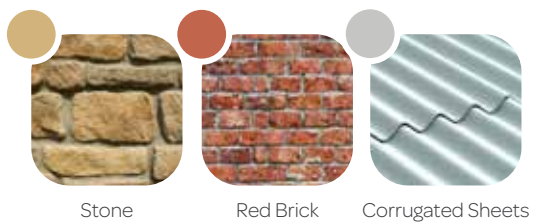


Fig. 38: Precedent Images

Green Edge

Street layout

- Properties will be arranged more loosely to create a soft urban edge
- Parking will be on plot with garages
- Homes will actively front open space with landscaping and street trees used throughout

Built Form

- Properties will be generally detached and semi-detached
- Homes will be 2 storey in height

Roofs

- Mainly gable and front gable roofs
- Chimneys and open porches will add variety and interest to the built form.

Windows, Doors & Details

- Bay windows will face out onto green spaces
- Low level stone walls and hedgerows will define boundaries

Facades/Materials:

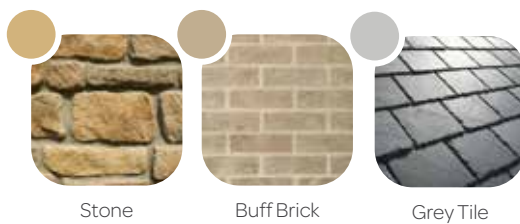


Fig. 39: Precedent Images

Ecology

A number of mitigation and enhancement measures to safeguard habitats and species are incorporated into the proposed scheme. These include provision of green corridors to aid wildlife movement through the site, creation of new habitats of ecology value, additional planting and appropriate design of lighting. Details of protective measures required during construction will be included within the LEMP.

Bat Mitigation

A number of bat flight paths have been identified across the site. These have been incorporated into the network of green corridors to allow for continued flight lines post development. These green corridors are a minimum of 15m wide, creating substantial dark routes. An additional 15m buffer will also be implemented where buildings are prohibited and street lighting is excluded. Please refer to the Green infrastructure Parameter Plan for further details.

Road crossing points with sensitive lighting will also be introduced where streets cross green corridors.



Biodiversity Net Gain

The proposals provide a strong landscape and biodiversity framework that responds to its setting. Reinforcing the local landscape character; integrating the site within the surrounding countryside; conserving and enhancing existing natural assets within and surrounding the site; whilst creating opportunities for biodiversity protection and enhancement.

A Biodiversity Net Gain will be achieved through on-site landscape improvements as well as off-site solutions.

Site Boundary	
Natural, Semi Natural & Informal Recreation Open Space	
Allotments	
Natural Play Area / Local Equipped Area of Play (LEAP)	
Indicative Attenuation Basin & Wetland Basin Locations	
Proposed Structural Planting Belts	
Area for Orchard planting	
Retained Tree	
Retained Hedgerow	
Removed Tree	
Removed Hedgerow	
Indicative Green Street (such as Street Trees, Rain Gardens and / or Verges)	
Alignment of Primary Streets (subject to deviation of +5m)	
Green Infrastructure	
Built Development	
Existing 10m Contours	

Fig:40: Ecology & Landscape Parameter Plan



Landscape Strategy

A landscape-led approach to masterplanning has underpinned the proposals for the site. Landscape opportunities and constraints were identified early in the design process and were used to inform the extents of development and the design evolution. The layout was tested in visualisations prepared from key viewpoints in the surrounding landscape and from this amendments were made where appropriate. The landscape setting of the residential development aims to protect and enhance the site's natural assets and wildlife, be appropriate to the local landscape character context and optimise opportunities for landscape enhancement and connectivity - ultimately providing a strong and sensitive landscape framework for sustainable development. The below series of design principles collectively form a cohesive landscape strategy for the site and reflect the numbered points on Fig.41.

1. The two eastern fields are the most visible in views from the North Wessex Downs AONB and provide containment to the wider settlement. These fields have been kept free from built development in order to preserve the undeveloped slopes that contribute to the landscape setting of Calne.
2. The eastern fields will offer a significant area of public open space for the new and existing surrounding communities. The public open space would retain and provide vantage points for key long-distance views southeast towards chalk scarps within the North Wessex Downs AONB and southwest across Calne towards Bowood House and Gardens.
3. A belt of strategic woodland planting has been introduced along the eastern brow of the hill, to maintain a tree-lined horizon in views from the surrounding landscape and residential areas to the southwest. Once established this would also provide additional screening to prominent parts of the Porte Marsh Industrial Estate to the west of the site within Calne.
4. The belt of strategic woodland planting will also create a linked north-south wildlife corridor connecting with the mature tree belt currently enclosing the Penn Hill industrial estate as well as complying with guidelines in the Wiltshire Landscape Character Assessment to introduce new woodland planting.
5. The strong pattern of existing mature hedgerow and hedgerow trees to the peripheral boundaries of the Site will be retained intact and supplemented with native species for strengthening where required.



Belt of strategic woodland



Landmark trees and street trees throughout the development

Strategic Green Corridor	
Proposed Trees & Hedgerows	
Proposed Landmark Tree	
Existing Trees & Hedgerows	
Public Open Space	
Orchard	
Allotments	
Species-Rich Meadow Planting	
Embankment	
Wildflower Planting	
SuDS	
Wildlife Pond	
Retained Pond	
Primary & Secondary Streets	
Diverted PRow & Pedestrian Accessibility	
LEAP (Local Equipped Area of Play)	
Key Views looking out of the Site	



- | | |
|--|---|
| 1. Development-free fields | 12. Native trees and shrubs |
| 2. Public open space with external views | 13. Meadow grassland |
| 3. Strategic woodland | 14. Community allotment |
| 4. North-south wildlife corridor | 15. Local equipped area of play |
| 5. Retained periphery hedgerow | 16. Well-overlooked play and footpaths |
| 6. Natural edge development setback | 17. Attenuation basins (SuDS) |
| 7. Robust landscaped settlement edge | 18. Boulevard |
| 8. Landmark trees | 19. Wildlife pond |
| 9. Tree-lined streets | 20. Diverted PRoW |
| 10. Scattered copse planting | 21. Low-density housing toward rural edge |
| 11. Community orchard (inc. picnic spaces) | 22. Habitat sensitive low-level lighting |

Fig. 41: Illustrative Landscape Strategy

6. Development has been set back from the vegetated peripheral boundaries of the Site, outside of the root protection areas and with sufficient space for maintenance.

7. A strong landscape edge directly north of the development area will form a robust settlement edge to the proposal. The landscape edge will offer a reinforced native species-rich hedgerow and hedgerow trees, a grass margin and riparian vegetation associated with the retained pond.

8. New landmark trees will be integrated within the development area with sufficient space allowed to accommodate large maturing varieties e.g. oak. Landmark trees will help soften the appearance of the development in the wider landscape by visually dispersing the roofscape with leafy canopies.

9. Sufficient space has also been provided within the layout to create tree lined streets in accordance with the NPPF paragraph 131.

10. Woodland copse/block planting will scatter the eastern public open space to further restrict views of the development and offer a common characteristic of the surrounding landscape. Breaks would be preserved within the copse planting to allow views out to the surrounding countryside.

11. To increase the community offer of the site, an orchard, to be maintained by a resident group, which would include picnic/ informal gathering spaces for residents, encouraging interaction. An orchard is also an ecological asset, providing good sources of nectar and food for wildlife. Recommended fruit tree species to be included within the orchard include 'Victoria' plums, 'Conference' pears, 'Stella' cherries and 'Scrumptious' apple.

12. The landscape proposals are committed to using predominantly native trees and shrubs of local provenance to ensure new planting is well integrated with the existing landscape. New tree and hedgerow planting would have wildlife supporting properties for foraging, nesting and commuting and include an appropriate mix of deciduous and evergreen species to maximise screening throughout the seasons. Non-native species may be used where these may be more tolerant to future climate change.

13. A meadow grassland will create the sense of place for the eastern public open space, presenting a peaceful rural landscape. It will utilise a species-rich grassland mix composed of wildflowers and fine grasses which can support a wide range of invertebrates, small mammals, reptiles and birds.



Community allotment



Species-rich meadow grassland to eastern extent with paths



Rain garden and avenue tree planting to entrance



Wildlife pond and adjacent wet habitat

14. A community allotment is located to the north of the eastern fields POS. This space will encourage healthy diet options, as well as implement opportunity for social interaction. This is a great opportunity to provide an invaluable environmental and social asset, which are currently under provided.

15. Two Locally Equipped Areas of Play (LEAP) have been located north and south of the site, which are well connected and in walking distance to all new homes. These are set within the POS, yet are still vitally overlooked by adjacent homes providing natural surveillance. The naturalised LEAPs will allow children to engage with and explore nature through play equipment of predominately natural materials, integrated with organic elements such as grass mounds, sand, wood and stone. The area of play would also include planting to enable children to experience seasons, natural scent, colour and texture.

16. To provide natural surveillance and ensure proposed open spaces, play areas and footpaths feel safe and welcoming, dwellings have been orientated to overlook areas of public open space. In the instance of the LEAP, it is essential that the proposed planting is visually permeable to allow natural surveillance.

17. To manage rainwater runoff from the development, surface water will utilise the site's natural topography to route into attenuation basins, ensuring not to increase wider runoff rates or risk of flooding elsewhere. The attenuation basins would be planted with species suitable for seasonally wet soils and based on the vegetation of traditional floodplain and water meadows. The attenuation basins may flood for short periods in winter but would usually be well drained in summer.

18. A wide boulevard with ornamental tree planting and opportunities for rain gardens will establish a welcoming gateway and sense of place at the entrance of the site. The potential rain gardens will manage rainwater runoff from the adjacent hard surfaces whilst offering an attractive, low maintenance, wildlife-friendly space.



Play equipment made from natural materials with integrated planting

19. A wildlife pond with surrounding wet habitat is situated at the topographically low point of the eastern public open space. The wildlife pond and adjacent terrestrial wet habitat would provide ecologically valuable breeding, foraging and nesting opportunities for a range of species. The wildlife pond has been located near the mature boundary hedgerows to ensure direct connectivity to well established habitats. The wildlife pond would hold water year-round, with a mix of depths and planted with emergent and submerged aquatic vegetation alongside various water's edge boulder and pebble treatments for comfortable wildlife access. The wildlife pond would be set within species-rich wet-meadow grassland and copse tree planting. To enhance the year-round suitability of this area, log and branch piles would be placed within the terrestrial wet habitat.

20. To facilitate development, the Public Rights of Way will be diverted across the site. Public Rights of Way have been incorporated within landscaped streets or open space, while tree planting has been incorporated along these routes. Suitable offsets from built form to the Public Rights of Way have been applied. Connections have been made from the Public Rights of Way into the public open space within the development, which maintain vantage points for long-distance views.

21. The density of housing will reduce to the northern and south-eastern edges of the development with larger areas dedicated to gardens. Dwellings will be orientated to establish an outward looking development to create a sensitive, responsive and attractive residential interface to the surrounding open countryside.

22. Sensitive lighting design will offer low lighting levels and use fittings with low potential for light spill or glare.

For both existing and proposed planting, a Landscape and Environmental Management Plan (LEMP) regular management regime will be introduced for the Site.



Community orchard

Drainage Strategy

A Sustainable Urban Drainage System (SuDs) strategy has been incorporated into the scheme to manage surface water run off as a result of the development. This has been designed to accommodate 1 in a 100 year rainfall event including a 40% allowance for climate change. This will be done by proposing three new attenuation basins to the western and eastern sides of the site.

The attenuation features will be located in the lowest points of the site. The proposed areas of hardstanding surfaces will be directed to the existing watercourses following the existing topography of the site with the attenuation features mimicking the existing drainage situation as closely as practicable. These SUDs features will also capture existing surface water flooding.

A wildlife pond to the south of the site will not be utilised for drainage from the developed area.



Precedent images of naturalistic SuDs



Proposed Pumping Station



Proposed Swale



Drainage Pond



Wet Pond & Wetland Habitat



Fig. 42: Illustrative Drainage Strategy

5 Conclusion





05. Conclusion

The proposal outlined in this Design and Access Statement supports a high-quality, sustainable development for existing and future communities at Penn Hill, Calne.

This document sets out how Land at Penn Hill Farm, Calne could be developed for up to 210 new homes and associated employment land. The development masterplan is supported by landscaping and ecological improvements as well as public open space and pedestrian links to the surrounding area. Alongside community allotments, orchard and natural play spaces.

Appropriate design measures and evolution have been undertaken to ensure the masterplan takes into consideration the various site specific constraints to deliver a viable and sustainable masterplan. The technical surveys undertaken as part of this submission pack demonstrate that the site could be brought forward for development. This will help meet the demand for both market and affordable housing in Calne.

In conclusion, the site provides an opportunity to bring forward, much needed high quality homes in a sustainable location.





